CAPTAIN TELLS OF **VOLTURNO'S FATE**

Narrative Runs without Appar ent Omission of Any Salient Fact but One.

ORIGIN OF FIRE NOT STATED

Flames Burst through Hatches So Suddenly That Watch Below Was Burned to Death.

New York, Oct. 14.—Capt. Francis Inch, whose steamer, the Volturno, was mirned at sea with the loss of 136 lives. told his story of the disaster to-night. It is a plain seaman's tale, but in its by line, the horrors of the disaster and terrible ordeal through which passengers and crew passed are brought out all the more clearly, perhaps, because of the marked directness and simplicity with which the story is told. From its beginning, where the outbreak of the fire which spelled the parentive curs without the apparent emission of any salient fact, but one was abandoned, the last remaining he waiting Kroonland.

what caused the fire, reporting simply batches and were rapidly spreading.

at once taken to subdue the fire, the about 400

Then came explosions, which wreeked past of the midship section of the steamsituation was plainly becoming had gone out as soon as the flames shot through the forward batches, and the them rew was doing its fighting hest to stay the progress of the blane until assistance thanks and gratitude to the captains

ATTEMPTS TO LAUNCH HOATS

launch the life graft But Chief Officer Came to our assistance: Miller's boat got away and although she Carmania, Grosser Kurfurst, La capsized, throwing everybody out, she Touraine, Astan, Narragansett, Seyd-

got away filled with steerings passengers, tude 24.57 west. Captain Inch knew nothing of the fate. Captain inch's story came by wire

the aerial apparatus and compelling the mittel. The Volturno's master covers in a few

words the progress of the fire through direful news was kept from the pas-sengers, the captain says, and there list of missing.

and transform the entire steamer into Baltimore and that she should dock at the Minneapolis this evening ers hovering about the blazing Voltarno cross committee will take charge of board the Minneapolis, possessed a linwas begun at early dawn and accom- them. plished in less than three hours without mishap. By that time the fire was eat- STORY OF LA TOURAINE. ing up through the after hatches, however, and cantain and crew left the Second Rescue Ship Brings 42 Survifoomed steamer to her fate. Captain Inch's narrative reads:

'At 6:50 a. m. October 5, 1913, bitlitude 19.12 north, longtitude 54.51 west, fire was reported in hold No. 1, by chief offithrough the No. 1 hatches, setting fire to the forecastle and all deck fittings. I slowed the ship down and kept her bethree fire hose from deck connections. The flames were gaining rapidly, reachimprisoning the watch below, who were burned to death in the forecastic.

'A series of explosions now occurred. wrecking the saloon and hospital amidcompass and steering gear

"It seemingly being impossible to save After this boat left the ship she cansized. throwing her occupants into the water. She afterwards righted herself and sev eral of the crew got back into the boat. the chief officer being one of them. The No. six boat was lowered and got away safely filled with steerage passengers in harge of Fourth Officer Langsell. The No. 7 boat on being lowered was caught being completely wrecked.

Meanwhile the chief engineer, two seamen and myself fought the fire and miles away but our captain changed the apparently subdued the flames. I gave course of La Touraine and ordered her others.

had received word from the Carmania speed. hat she was hoping to be with us by rved out to them.

the fire in the bunker on account of heeded. gases the watertight doors were closed in to the fire, but the fire was gaining steamers already on the scene. all the time.

and lowered a boat but could not reach the ship on account of the high seas. look for the No. sked Carmania to oat. The steamship Scydlin arrived and owered boats which could not reach us About 5:00 p. m. the Carmania returned nd tried to reach the ship with life afts but all drifted past our bow, too DETERMINE.

MORE STEAMERS ARRIVE

eseveral steamers had arrived by dusk, issuing, The Kroonland put away boats which | in were swept away each time

"At 9:30 p m, the saloon and chart futile ouse were flaming. The deck, bridge strength." and all before the funnel were blazing m., when the magazine on the bridge Trans-Atlantic company. He says:

'several boats by this time were byoff the ship and induced passengers brazier, being dark for boats to see. The fire while worked through the woma steerage to the after end of the nothing but a great torch ship, but we kept knowledge of this throughout the rest of the night

men and seamen and myself spent fire. the night making small rafts in case said: point where the blazing ship the fire burned through the deck before englight.

beats managed to come alongside ship deck in front of the bridge. The All the steamers around the ship sent boats. panic, women breaking down to inquire what was the matter and crying when help was alongside, The men were trapped in the fore- No. 3 batch was well alight by now, captain. astle and burned to death there, their so with the remainder of crew embarked on the Kroonland.

NOTHING HEARD OF BOATS.

Nothing at all has been heard of result of sheer fright.

of ships who stood by; also to the officers and crews, who came to our asside the ship; also to the passengers panic stricker "Boats Nos 13 and 15 were smash- and erew and myself in fitting us out ed," is the simple way Captain inch de, and doing everything for us. Followscribes the first result of the attempt to ing are the names of the steamers that

"Carmania, Grosser Kurfurst, eventually righted herself and Miller and litz, Minneapolis, Devonian, Czar, Rappahannoek. also one other steamer Another boat described as No. 5 com- without wireless. The ship was abanmanded by Fourth Officer Langsell, also Joned in latitude 48.29 north, longi-

no one else does. Although a widespool which is bringing him and other survivors she picked up, to this port. The ward and by others notified by wireless Thursday or barr, as specified to-day, jects, no trace of them has been discovered and unishap to a shaft, she reported to-day, jects, no trace of them has been discovered and unishap to a shaft, she reported to-day, jects, and is proceeding slowly. The cap-Captain Inch describes the arrival one tain's message was sent to the press senger, when an inspector was seen, be one of the rescaling craft summoned through the Frankin steamship com- threw a cigarette lown a hatchway. the wireless operators, who worked many's officers here, having been pre- The fire broke out in a part of the and America are absolutely untrue. until eleven orders at night when the the Pared and sent for that purpose at hold where a lot of rugs and other said: "I never said a word to anybody had progressed so for that the amazarae their request. The Red Star line of stuff that would burn easily were relative to a letter having been received sections. oridge containing signalling moke ficials co-operated in seeing that the piled." ets and lights blew up, careying away captain's story was promptly trans-

DEAD MAY NUMBER BE

It is possible that the total of dead in rescue the disaster may shrink slightly when ing until seven o'clock at night. steamers came up and had falled be- all lists are balanced. To-day Passenger ause of the heavy weather to get boats Agent Fourman of the Uranium line here to the burning liner, some passengers said that his figures showed that 65 peruniped overhoard and were picked up sons sailed on the Volturno, including 24 survivors on the Minnenpolis and They will attending craft. By modnight, the cubin and 500 steerage passengers and 30 fire had worked its way aft, but this crew. His lists showed that 526 persons

WORKED HARD MAKING RAFTS. North German Lloyd steamer Seyditz, brutal to the passengers" is the verdict moved down an incline. The pipes broke pany Fearful that the fire might burst bearing to survivors of the Volturno, will of most of the 30 survivors of the Vol- away and rolling to the bottom crushed through the after decks before daybreak stop at Philadelphia before proceeding to turns who arrived at Gravesend on board two men a mass of flame, the captain and crew Philadelphia some time Wednesday. The

vors from the Volturno. ships which figured in the Volturno dis- der had been maintained, though the pas was reported in hold No. 1, by chief only aster to reach nort, arrived at Havre this sengers had been herded aft like a flock through the No. 1 hatches setting fire to morning. La Touraine had 12 survivors of sheep. The passengers had little opof the disaster on board

fore the wind to enable us to put the Touraine when she arrived at the quay doing. They complained that the ship's steam extinguishers in operation, also was formed by eight children from 3 to 12 officers had treated them roughly and years old who had been rescued from the had refused to give them any informa-Volturno and whose parents either had tion. ing the height of the forecast light and perished or were aboard others of the reacting steamers. The children laughed and talked with the passengers by whom they had been petted and made much of since they were brought on board from the burning Volturno.

Two other children with their mothers women and children which indicated that

the ship. I had boats provisioned and their sheepskin coats while others had true. They were nearly the last boatload Some of the rescued passengers were swung out. The ship was rolling heavily, been provided with clothing from the taken off. Many had seen their wives Boats Nos. 13 and 5 were smashed, but trunks of the passengers of La Touraine, and children depart in the earlier No. 2 was lowered in the water with Since their rescue the ship wrecked peorabin, passengers and stewardess in pie had been well cared for by the officharge of Chief Officer H. P. Miller, cers of La Touraine and had been suppiled with small sums of money by a subscription raised among the passengers of a galley as a result of which several

> to-day First Lieutenant Izinic of La Touraine flames. told a graphic story of the work of res- First Officer Robinson of the Minne

me. He said: under the stern of the ship, the boat morning when we received the first wire- no indications of panic or confusion on esa message that the Volturno was burn- board. The officers on deck pointed out ing. At that time we were 206 nautical one by one those selected to be taken miles away but our captain changed the off. None tried to get ahead of the

orders to send no more boats away, as engines to be worked at their greates

a. m. Life belts were served out passengers and preparations were made and put on each passenger. The pass for the work of rescue. Some 15 or 29 green bag filled with books. engers now became calmer. Food was men among our passengers were yachtsmen or otherwise familiar with the sea At 9:00 a. m. the bunker was found and these all volunteered to help to man o be ablaze. It being impossible to trop the lifeboats but their services were not

"We reached the Volturno at about nir and water poured down the No. 2 hatch o'clock in the evening and found ten other

Heavy smoke was streaming from the forward batches of the Volturno whose passengers had assembled in the afterpart of the ship. I noticed that the women and children on board the Volturno had all been placed farthest from New York by the Kroonland, for the exthe fire while the men formed a line nearest to the point of danger.

Everything on hoard the Volturno appeared quiet and under organized control. Hees last Thursday and Friday I could observe the crew working steadily with the hose pouring water in to the

"It was obvious from the bridge of La four attempts to come alongside Touraine that the efforts of the crew of Volturno's passengers believe. the Volturno to extinguish the fire were smashed open by

What followed after the arrival of the or want of steam. Marconi operators turno is related in a detailed report worked with the accumulators until 11:00 written by Captain Caussin to the French

The forward part of the Volturno As the sea was beginning to moderate I thought of putting out boats oats. At 12:00 a. m., midnight, the but the opinion of all my officers was veather was overeast and squally, against the lowering of lifeboats, I sent out a whale boat, however, turno at this time had her stern in the air while forward and amidships she was

FIRST TO DISCOVER THE FIRE passengers who were quiet Friedrich Badtke, a young steerage "The chief engineer, the Marconi the Ill-fated Volturno to discover the Recounting his experiences, he

At 5:15 a, in, the first boat arrived, I became sure that the hold below was nd what was left of the crew boarded Weather and sea having moderated, afire, I ran as fast as I could to the which enabled passengers to embark himself was there and I yelled to him lying in German that the ship was on fire. Now we He did not understand me. I called out of the were enabled to load three boats with again in Polish and then shouted in passengers at once. The passengers Viddish but still I was unable to make selow and that five minutes later the teft in a very orderly way and there him understand and he sent down a sailor

"I led the saffor down to the steerage and all were off the ship by \$100 a, ma deck. When he saw the smoke he opened 50 survivors from the wreck of the passengers. I searched the one of the hatches and was met with a aptain's story shows that it was even ship myself and found no one else on rush of smoke and heat. The sailor then board, so decided to abandon her as the returned to the bride and warned the

"All the passengers in the forward steerage had by this time become aroused and every one seemed panie stricken. believe some jumped overboard as the When the smoke the two missing boats. Passing yes- and choking flames became visible there sels were asked to keep a lookout for was an excited rush aft and the passages and stairways for a while were crowded to express my heartlest with struggling, fighting people

"In the meantime the captain had given the alarm. The fire erew was manning It looked then us if there was no pass sistance, for their bravery and endure tain fuch who thus was anable for the endeavor to come along- present to keep order on deck where the of the Kroonland for their kindness around the lifeboats in the stern. In the tain had boots provisioned and awang to the rescued passengers, engineers absence of the captain and the other offithere was much disorder."

BELIEVES SMOKER SET IT The origin of the fire seems to have steerage passenger. Hans Magnus, a member of the Volturno's crew, avers there were frequent violations of the steamship company's strict order forbidding persons in the steerage to

of these boats and so far as it is known less to-night from the Kroonland, ing five dollars, as is usual on emigrant ships," Magnus said, "yet the found elgintil arette stubs and half burned matches ward and by others notified by wireless Thursday or later, as she has had a often pushed into tacks or under ob-

Magnus says there was no explosion on the Volturno except when one of the bulkheads blew out under the pressure of heat. He worked at a hose from seven o'clock in the morn-

CALL CREW COWARDS.

It was announced to-night that the baved in a cowardly manner and were ers were in the pipes as they were

All the survivors are men. Russians, the person asked for does not answer the worked bard through the small hours steamer Grosser Kurfurst with 195 surviHugarians and Poles, who know no Mr and Mrs Michael Dailey of Ludiow call. A test of the nerson asked for does not answer the What the person asked for does not answer the person asked for does not answer the person asked for does not answer the person asked for does not also asked for does not also asked for does no making rafts for use in an emergency re- vors on board, is due here to-morrow English and can tell their stories only celebrated their Sth wedding anniversary 8 in all the territory of the New Eng. pileant. quiring the quick abandonment of the morning. The rescued passengers she through interpreters. They are to pro- Monday. Solemn high mass was sung

transfer of the passengers to the steam- given orders to that effect to-day. The Red at Derban, who was a passenger on place. Friends presented them with a guistic equipment sufficient to enable him to talk in their own language with some of those rescued from the Volturno by the crew of the Minneapolis.

Mr. Fuller told the Associated Press be had gathered from the survivors that Havre, France, Oct. 14.-La Touraine of there was no paule on board the burnthe French line, second of the rescue ing ship and that on the whole good or portunity of learning what the Vol-The originatest group on board the La turno crew and officers actually were

> GAVE WAY TO THE WOMEN. One survivor told Consul Fuller that the first boat lowered from the Vol-

turno, which was dashed to piece against the steamer's side and all its oc ships, the compass the compass the compass that the standard stand rescued by the Minneapolis were men afforded further evidence that this was

boats. Several of the survivors agreed when originated in an explosion of grease in the French liner. All the rescued pas-sengers are to be sent on to Amsterdam Later a number of the crew and severa passengers lost their lives fighting the

apolis said that when he got alongside "It was half past eight on Thursday the Volturno with a lifeboat there were

The news was distributed among the of a cheerful and clerical-looking Pole, who brought off a huge Bible and a preparations were made or the work of rescue. Some 15 or 29 green has a large Bible and a

LAY FIRE TO CHEMICALS.

spontaneous Combustion in Volturno's

Cargo Is One Theory Advanced. On Board the Kroonland, by Wireles Camperdown, N. S. Oct. 11 Spontage us combustion through the mingling of the chemicals which formed a part of the argo of the Volturno is the explanation given by the survivors from the burning vessel, who are now being conveyed to plosion which, it is believed, started the disastrons fire on the Uranium liner which was responsible for the loss of so many

The Kroonland has on heard to pe who escaped from the Voltureo in midbatches from which red tinged smoke was Atlantic, including Captain freh and the wireless operator

The boxes containing clienticals, as the flames rapidly gained and their contents exploded when mixed The survivors say that nobody was left Captain Inch erecty. Pumps and dynamo stopped La Touraine in the vicinity of the Vol- though wounded and weak from loss of sleep, refusing to forsake the ship until convinced that he was absolutely the last erson capable of leaving it. They also braise the heroic work of the wireless erators, W. Seddon and C. H. Pennington not for hours before they last despairing message was sent hem for help the year of the flames ningled with the crackle of the electric prrent as it counted from the wires.

Most of the survivors were hausted and nervous condition as a result of their harrowing experiences. Eye-witnesses of the launching of the boats on the Volturno say that a little BRATTLEBORO AS AN EXAMPLE

spilled the moment it touched the water, Another boat which contained steerage passengers was dashed against the side Volturno and broken up, all its

craft containing calls passengers was

REMNANTS OF PAMILIES

Livernool, Oct. 11. The Levland line steamer Volturno. On board the Devoncrazed with grief and terror at the great tragedy they had passed through.

Ernest Herrmann, a German passenger, asserts that he was the first to notice the fire in the hold of the Volturno and says that the flames even then had made

Among the rescued was a haby which the hysterical mother had flung into the Arthur Hazelwood, a seaman the Devonian, sprang overboard and oscued the mite

tiny girl of four years of age whose na- and beyond that six-tenths, with an oc tionality even is as yet unknown. She stood among her fellow sufferers be- cent per mile wildered, unrecognized and unclaimed.

VOLTURNO STILL AFLOAT.

London, Oct. 11.-The Volturno was still affoat on the afternoon of Sunday in latihulk yet reaching land. The Campania was in her vicinity at a quarter past two says the derelict was then "going southeast making about a knot an hour. Her liable to float indefinitely. A careful search was made by us for the missing for the parcel post

did not see any boats. the agent of the Uranium line, declares ments are made from 1200 center of to-day that the reports of a plot against the block. Seven of these blocks conthe vessels of the line published in Europe stitute a section, and for distances beby the company threatening to burn the

VERMONT NOTES.

Two Foreigners Killed by Steel Pipes at Somerset Dam.

The first fatal accident on the Somerset Survivors on the Minnenpolis Say They

Were Treated Brutaily.

London, Oct. 14—The crew of the Volturno, most of whom were Dutch, be-librated in a cowardly manner and were librated in the some steel that opinions day for word the telegraph office to the address. The practical step having no its aim some practical step having no its aim some librated in Mexico City after its opinions differed showed that the results have differed showed

MARRIED FOR 50 YEARS. steamer. But the night passed without carries will be allowed to land without the carries will be allowed to l wind and sen having moderated, the lumingration Commissioner Uhl having Stuart J. Fuller, United States consul that such an anniversary has taken 46 per cent, of all the toll tickets and like the third. Furthermore, we canpurse of gold.

LAY SCHOOL CORNER STONE.

The corner stone of the new high school building in Montpelier was laid Monday morning in the presence of Loos school children, who took an active part n the ceremony. An address was made

VERMONT BREVITIES.

Silas Moon, probably the oldest male resident of Bennington, died Sunday evening. He was nearly 91 years of nate:

Tuesday, was postponed until October 29.

at Vergennes Monday in Rutland city ing of such competitive exchanges. court for malicious mischief but sentences were suspended for a year on ritory is to purchase and consolidate, self to any such experiment." endition of good behavior. The case of Eva L. Tudor against the traffic contract.

town of Townshend, a suit to recover damages for personal injuries and a traffic contracts are more frequently wrecked automobile, alleged to have been entered into. These contracts are the caused by the unsafe condition of a same with subsidiary as with other highway in that town, was begun in companies. Windham county court Monday after-

AN EXCEPTION.

"So they married in haste. Then I supose, following out the proverb, they re pented at leisure." "No: they repented in haste also." Boston Transcript.

AN OLD FRIEND REACHES BRITAIN Excited Old Lady (as express thunders through station)-Oh, porter, doesn't

that train stop here? hesitate.--London Punch.

TELEPHONE CASE

Free Service, Toll Rates, Traffic and Other Contracts Explained to P. S. C.

Montpeller, Oct. 1f.-When the public service commission adjourned this afternoon Vice-President E. R. Hall had finished his presentation of the case the New England company, with the exception of the effect of the proposed This will be taken change of rates. to-morrow morning and will probably ensume about an hour.

He will be followed either by Mr. Spaulding, the president, or Mr. Langley,

Mr. Hall took up to-day the matter of free service, toll rates and service, trafcontracts and other contracts subsidiary and independent companies. He stated that a discount of one-fourth to one-third was given to certain charly service as far as possible, and the New per cent, or one free telephone for each .000 of population, that there is a special by means of which they purchase their rate for employes and that frank books material through the New Employed. are issued to certain persons under the This is optional and not compulsory. Humn tract, which was given the Stat ruling of the interstate commerce com- If they accept it, the New England

Although the rates have been reduced charges a commission of two per cent the service to the subscriber has been in except on goods of the Western Elereased and improved.

895 was \$78.20; 1900, \$54.70; 1905, \$37.90; 1910, gives them the opportunity to go

an example of the reduction is rates he cited Brattleboro, where a oneparty business 'phone in 1895 cost \$54 per year, with only 192 subscribers in the 1900 the rate was reduced to \$60 per year: 1963, \$29, 1986, \$36, and the number of sub- necting commanies, \$112 scribers is 1,331.

Coming to the matter of toil rates, he commanded by Cap- showed how the exchange and tell servtain Trant, arrived here to-day bringing lee were inter-related and that the two combined made up the service and the

The first toll rate was altogether ar of one cent per mile of distance for five It was found minutes' conversation. toll lines used the line less than three minutes, so a new rate was arranged of minute conversation. This was not en tirely satisfactory, for it was found that beyond 75 miles the for convergations charge of six-tenths of a cent was just about the exact cost.

A rate sheet was submitted showing that the present average charge up to Another pathetic figure was that of a 75 miles is five-tenths of a cent per milcasional increase from five-tenths to on

RECKONING OF TOLL RATES

one the exchange, the other the pay ude 47.35 north, longitude II.45 west, and station more than 15 miles from the length of line may arement is practically impossible, he cause the company has to quote 2 ment is by block or zones, like rates

The New England territory has diblocks containing a little more than Rotterdam. Oct. 16.-Captain Tindey, 16 square miles each, and measure-He youd 55 miles, measurements are made from an I to the center of the various

her of messages was 10 or more a month, are being received, the rate should not be charged. This teft. The proposition was attacked as con-66 special rates in Vermont out of a total that would prove nothing" by several

of 115.00, toll charges.

"REDUCED RATE" CHARGES.

land territory. The total number of toll "And what will the first child prove" mus of the admiral. Postmaster-denor-23 per cent, of all the tell revenue. The revenue from this reduced rate service is about \$100,000. The surplus of the comis about \$120,000. The surplus of the com-pany at the end of last year was \$200,000, conditions and the mayment to work. or five-tenths of one per cent. and this adequate wage will do more to improve "reduced rate" charge produced nearly one-half this surplus. The question, said Lavinia Dock, suffragette and author of tulmination of Romance That Started Mr. Hall, is if the revenues of the comwhether this should be made by the abcation of other charges.

Referring to the development of the Kraft of the widowed mothers' pension the New York Suffanial Longue baseled New England company, Mr. Hall said fund committee, "If Mr. Robinson's team, in St. Patrick's Charles for the committee, "If Mr. Robinson's team, in St. Patrick's Charles for the committee, "If Mr. Robinson's team, in St. Patrick's Charles for the committee, "If Mr. Robinson's team, in St. Patrick's Charles for the committee, "If Mr. Robinson's team, in St. Patrick's Charles for the committee, "If Mr. Robinson's team, in St. Patrick's Charles for the committee, "If Mr. Robinson's team, in St. Patrick's Charles for the committee, "If Mr. Robinson's team, in St. Patrick's Charles for the committee, "If Mr. Robinson's team, in St. Patrick's Charles for the committee, "If Mr. Robinson's team, in St. Patrick's Charles for the committee, "If Mr. Robinson's team, in St. Patrick's Charles for the committee, "If Mr. Robinson's team, in St. Patrick's Charles for the committee, "If Mr. Robinson's team, in St. Patrick's Charles for the committee, "If Mr. Robinson's team, in St. Patrick's Charles for the committee, "If Mr. Robinson's team, in St. Patrick's Charles for the committee, "If Mr. Robinson's team, in St. Patrick's Charles for the committee, "If Mr. Robinson's team, in St. Patrick's Charles for the committee, "If Mr. Robinson's team, in St. Patrick's Charles for the committee, "If Mr. Robinson's team, in St. Patrick's Charles for the committee, "If Mr. Robinson the committ it had never been the policy of the idea was followed as an example the des day operated Margaret iva Miller, a na New England company to build com- sertion and divorce courts would be tive of Oklahoma and a former student The annual meeting of the stockholders of the Central Vermont Railway combusiness with existing companies, which was to be held at St. Al-There was no difference of opinion between this company and the American Bell company which owns 58 per cent. Lester Kimball and Peter Garrow were of the New England. In many States sentenced to the State Industrial school the laws absolutely prohibit the build-

The next proposition in occupied ter-ture of the race, she would not lend her-goal he had kicked.

The church here to-day was crowded and the third is the arrangement of a

Purchase is not always possible and Rosaline Jones's Washington pilgrims. Aside from the four actual subsidiary

companies the New England holds stock in the Heath company, which New Hampshire, and the Granville onel Townsley, superintendent of the painful bladder action They company, where the minority interests academy. of the New England and New York ombined would give control.

EXPLAINS CONTRACT RELATIONS. Mr. Hall explained the contract relaions with other companies. The old contracts were based on the rental of instruments, but it soon became apparent that the element of service was the more Patient Porter-No. lidy; it don't even important one to be considered Original- of army officers who have received West is to have her take a serious and busis ly the exclusive use of the Bell come Point training shall have been increased, ness-like interest in the ads-

was specified. But with the changing of ideas and the expiration of patents, this form of contract became obso and began to be abolished in 1910.

A bad feature of the old contract was the "other line" charge, by which five ents extra tell was charged on a mesage over the lines of another company though this was never used by the Nev England for its own benefit There was, too, an extra charge of two

cents for delivery and a switching charge of one cent per message, for the senefit of the company where the mesage was received. Commissions were allowed on incoming and outgoing business, which necessitated an extra amount of record keeping. At the present time under the new contract the percentage s reckoned on the revenue collected, and that rate of percentage is different to different companies, varying

The New England has endeavored to induce the other companies to ac- State property new contract, which has lo creased the revenue of the 14 of 33 companies which have adopted it \$30,000 a year. The new contract was drawn in the interests of the New England, the independent companies and the public

RECOME PART OF THE SYSTEM

These contracts having been adopt with ed, the companies become the New England system and it England endeavors to assist buys for them any material and used company. This issures then The average revenue per station in standard and inspected material, and of the bepractically wholesale rates on small orders.

paid the New England \$57.81 in two percent commissions; the Franklin company, \$103.16. Vermont company, \$19cdi Passumpsic, \$60.14, this being largely town, two-party \$72, three-party \$63. In due to new construction and an old contract covering all purchases; and 25 con-

of their gross receipts for services of experts and officers of the New England This is not regarded as adequate competipartments of the New England company Exp are at the service of the subsidiaries, as well as the engineering department with no charge therefor beyond this one per

WOMEN OPPOSED TO EUGENIC TEST

Suffragists and Other Leaders of Sex Attack the Model Wedding Plan.

bring about the marriage of a man and a woman who whall nases juried of physifans with high averages of normality of controvers.

When the new tell rates, based on the in the American One-half of this, he hexagonal system were adopted, they plans, is to be paid when the wedding would have become would have increased the charge in cer- takes place. The other \$300 is to go to the tain cases. So the company adopted the pair when the first inlid is born. Al- MEETING OF AZTEC CLUB. rule that where in such cases the num- ready applications from men and women

of 15.00 tell charges.

An explanation was made of the tele-

phone company by the telegraph com-the leaders and far-sighted members of Ameng the honor guests were tien. If pany.

sociological fund committee.

the race than such experiments," said pany will permit a reduction of \$130,000, "Making marriage a purely scientific union and eliminating the element of Carlisle, Pa., Cot. 11 James Thorne elition of this charge or by some modification will being more harm to the race the Sac and Pox Indian from Channess. than benefit," declared Mrs. Harry world's greatest stillers and a mainlest of

> It is positively immodest." "No nice young woman would enter in- mance that had its inception who to any such agreement," was the opin. Thorpe, as the star on the footballen of Miss Alberta Hill, suffragist, "No claven at the school met Miss Mills matter how interested she was in the fu- after a game he had won by the field

"It is a fine theory, and that ends it." with a fashionable throng and before the said Mrs. Marie Baird, one of General ceremony Genns second must was said.

WOULD DROP FOOTBALL. Superintendent at West Point Finds

Game Too Dangerous. Washington, Oct. 14-Elimination of bought out the New England; the football from West Point athletics is White Mountain, operating mostly in advocated in the annual report of Col- ing due to weak, inactive kidness and

> Colonel Townsley says 75 per cent. of the men needing attention of surgeons storing normal action and relieving blo at West Point last year were injured in der discomforts. TRY THEM J. W. football games A competitive examination is advised

by Colonet Townsley, open to the youth of the nation, and enrollment at West to a man, whose wife spends a great Point to its capacity till the percentage part of his income for home expenses,

MAKES ESTIMATE OF VT. FORESTS

State Owns 7,800,000 Feet of Timber, 2,000 Ties, 9,000 Cords of Wood.

Montpoller, Oct. 13 One of the tasks ald on the State officers by the last an accurate estimate of the state for In a sectionalities

narkd n

Ames specialized in forestry during it agricultural course, and since graduatic As president of the sociological first to have been sent of the total area; and committee of the Medical Review of Re- the heights of some of the trees with views, Mr. Robinson has esponsed the a hypsometer a small German instrusuggestion that a fund of \$1.00 be raised ment. From volume tobles, which give to further the experiment, as automiced the average contents of trees of different

Congressman Greene a Guest of Honor at Annual Banquet.

Washington, that II The Arm Greeks," said Paul Bern, secretary of the actually second as an officer in the sectological fund committee. Mexican war Gent Leonard Wood, Gen Mr. Hall explained the reason for the "Wherein will such an experiment to the charge in cases where benefit us" questioned Dr. Ira S. Wils to greate the person asked for does not answer the "What will it prove" it would take a month of the committee on military call. A test of this was made on Assembly 1.

JAMES THORPE MARRIED.

on the Football Field.

The wedding is the outcome

by a large specially gathered choir Mr. and Mrs. Thorpe left to-night fo

New York where on Thursday they wi join the New York Glants on their tour of the world

FOLEY KIDNEY PILLS SUCCEED

Because they arean honestly mad cine that relieves promptly the suffer powerful help to nature in building up the true excreting kolney tiesue, in t O'Sullivan -adv.

The "lucklest" thing that can bappen